

IN THE DRAWINGS

Enclosed please find two (2) sheets of drawings including changes marked in red for the Examiner's approval.

IN THE SPECIFICATION

Please amend the specification as follows:

Please amend paragraph [0036], which begins on page 12, as follows:

a1 [0036] In contrast to the configuration of the illustrated embodiment, the idealized wing for this embodiment intersects the fuselage at a relatively low point so that the wing assembly is able to operate as close to the surface of the ground as possible. As the propulsion system 16 for the illustrated embodiment is best configured with propellers 96 since ground effect flight dictates moderate cruise speeds, the use of wing-mounted nacelles 98 would cause the propellers 96 to extend below the wing surface and would become the lowest part of the aircraft. This would reduce the ground-effect benefit, since the aircraft would have to be flown at a higher altitude in order to maintain an acceptable level of ground clearance to the lowest point of the aircraft (i.e., the propellers). Alternatively, pylons could be employed to mount the nacelles above the wing assembly, but as those skilled in the art will readily understand, the use of pylons exacts a significant penalty, both in terms of weight and in aerodynamic performance.

a2 [Please amend paragraph [0047], which begins on page 17, as follows:

a2 [0047] The engines 120 may be coupled to the propeller cluster 124 through a transmission 128 through an appropriate means, such as a gearbox, to provide a rotational input to the propeller cluster 124 as illustrated in Figure 11. Configuration in this manner permits the engines 120 to be selectively uncoupled from the engines 120 as necessary so that the engines 120, when stopped, will not interfere with the rotation of the propellers 96. In this embodiment, the engines 120a and 120b are coupled to the transmission 128 via discrete clutches, such as clutch 130a and 130b, respectively. The transmission 128 is